

Costa Rica Plans Pension.
SAN JOSE, Costa Rica, April 23.—Pensions for the dependents of men killed in the brief warfare between Costa Rica and Panama, would be provided by a law sponsored by the government.



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HISTORIC PIKE TO BE REBUILT

Georgetown - Leesburg Project
Includes Branch Highway
To Great Falls

For the past several weeks, business men in Washington and business men and farmers in Virginia, living between this city and Leesburg, have been agitating the rebuilding of the old Georgetown-Leesburg Pike so as to open up trade relations between the District of Columbia and the Valley of Virginia.

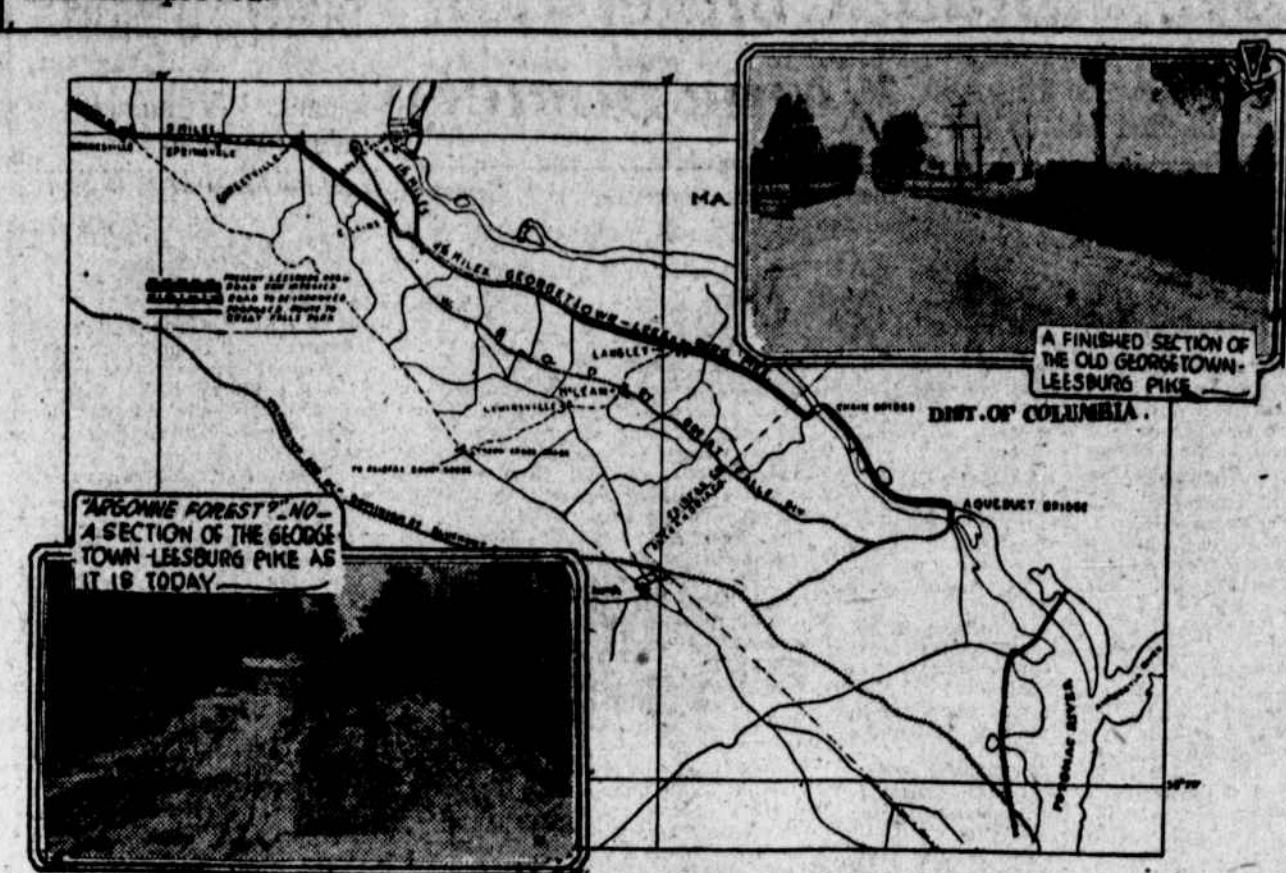
AUTO MEN INTERESTED.
Automobile owners, who have no business interests in view, have also become concerned in the project, the Virginians because it gives them a direct, good, all-the-year road into Washington, and the Washingtonians, because it opens up a direct motor route to Great Falls on the Virginia side of the Potomac.

The campaign has now reached a point where its success is practically assured. H. Ashby Thompson, president of the Leesburg Chamber of Commerce, is to call a meeting, to be held under the auspices of the Chamber of Commerce, at which the improvement will be endorsed. Col. Robert N. Harper has taken the matter up with officers of the Washington Chamber of Commerce, and it is expected that body will also call a special meeting to approve the project.

The men actively behind the improvement proposition, who are working night and day for its success, include Mr. Harper, B. A. Bowles, cashier of the Potomac Savings Bank of Georgetown, and Herman E. Gasech, of Washington, and the following from Virginia points: D. S. Mackall, McLean, Mark Turner, John W. Preston, and S. M. Fells, of Forestville; Frederick G. Carper, McLean, and Ralph T. Powell, Great Falls.

WORLD INCREASE TRADE.
These men are all interested in the proposition from a sense of civic duty. They point out that an all-the-year road from Leesburg to Washington will result in increased business to the merchants of each city. This is particularly true of the Virginia city, from which point produce may be shipped by trucks. With the assurance it will reach Washington the same day, a condition which does

MAP showing route of proposed reconstruction of Georgetown-Leesburg pike with branch to Great Falls. The pictures show portions of the road, improved and unimproved.



not obtain under present traffic regulations. The same rule may be applied to the Washington merchants who ship goods into the Virginia territory.

Virginia, from a motoring angle, has been cut off from the National Capital because of the impassable condition of its roads. To reach a given point in the Shenandoah Valley, under present conditions, a Washington automobile driver must make a detour of almost eighty miles to Maryland territory, going by way of Rockville and Frederickburg.

With the proposed improvement completed, a Washington motor tour-

ist could make a direct run from this city to the Valley of Virginia. He would drive over river Road to the Chain Bridge and there hit the Georgetown-Leesburg pike, a straight line into Leesburg and to the Shenandoah valley.

TWO MILES ALREADY BUILT.
The men interested in the improvement have built two miles of road west of Langley, but from that point on the road is impassable to Dranesville. It is estimated it will cost in the neighborhood of \$100,000 to make the improvement.

The old Georgetown-Leesburg pike is one of historical association.

It is the oldest known road in the country. It is the road over which Washington and Lafayette took many a pleasure ride. It is the road over which the United States documents were conveyed by ox teams in 1812, at the time the British threatened to destroy the Capital with fire. Along this pike many battles of the civil war were fought. Virginians still tell of the exploits of Moby and his soldiers. Along this road, too, the ruins of the home in which lived the man who killed the first man who fell in the civil war. Also, there are examples of the engineering skill of George Washington, but the greater

number of these are to be found at Great Falls.

To the automobile owner the improvement of the old pike opens up new avenues of pleasure. For years he has been banned from Virginia because of the impassable condition of its roads. He has been forced to drive into Maryland—where he must pay a special automobile tax—and there is nothing new for him to see in that State. In Virginia—all is new. A direct route to the Shenandoah Valley, over good roads, offers unlimited possibilities for the motor tourist, and he will not be long in availing himself of its advantages—and this, too, because he is not taxed for bringing his machine into the State.

The improvement also contemplates a good road from the pike to Great Falls park. Here are the ruins of many of George Washington's engineering projects: The old iron foundry and the old flour mill, both built by Washington; the old canal and its locks, one of masonry fifty feet high, and another cut from solid rock; the ruins of the old jail and of the tavern. They have been converted into memories which are now held sacred.

It is estimated that hundreds of thousands of automobile drivers from Washington and tourists, too—if they had an opportunity—would drive into Virginia every Sunday of the year. But in the last analysis to the Washington automobile tourist, it is the fact that Virginia will be opened to automobile travel and that there will be a direct motor route from Washington to Great Falls, on the Virginia side of the Potomac.

To the Virginians living along the route to Leesburg—and to territory extending in all directions from that city—the important fact is that a direct road, passable twelve months in the year, will be made possible right into Washington. To the Virginians this means they will be enabled to come to the Capital City at any time of the year, transact their business, and return to their homes the same day—by automobile. To them it means increased business, because of the transients who will come into the State, and many even go so far as to predict that it will mean an increase in the citizenship of the State.

FRIEDLANDER'S THIRTY-NINTH ANNIVERSARY SALE

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This sale offers an unparalleled choice for men to replenish their wardrobes and outfit themselves for summer at a remarkable saving in dollars and interested men should lose no time in attending. Remember the name and address: Friedlander Bros., 428 Ninth street northwest, and go there early.

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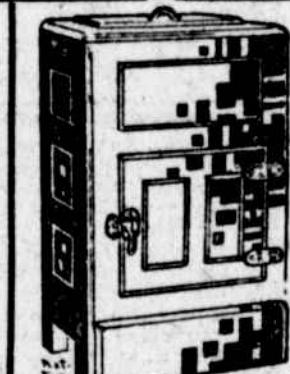
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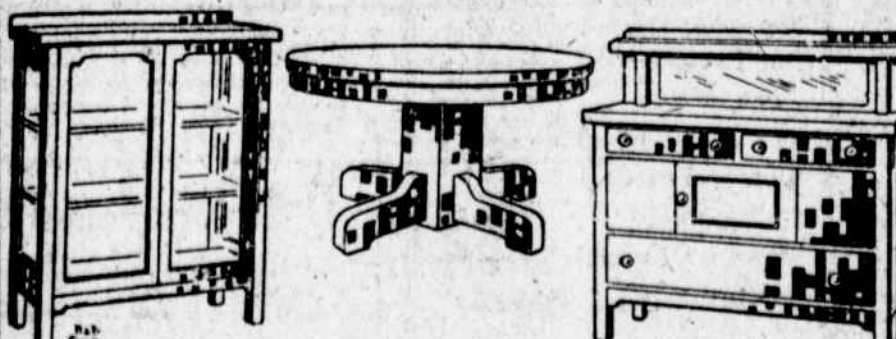
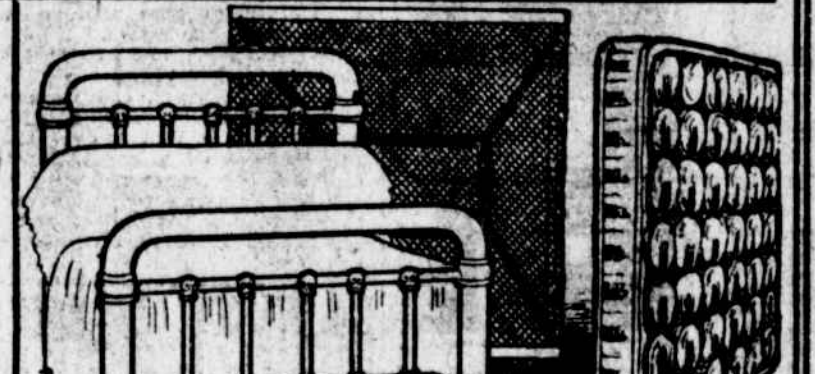


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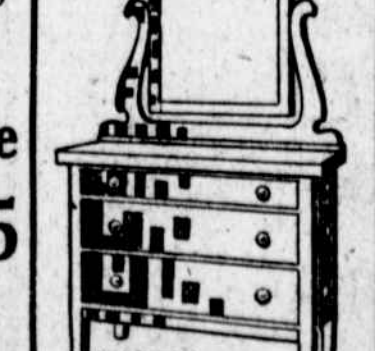
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Gray Enamel Dish Pan

49c



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Gray Enamel Dish Pan

49c



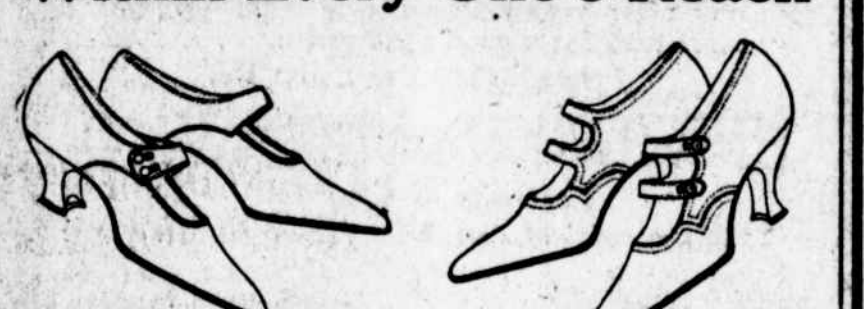
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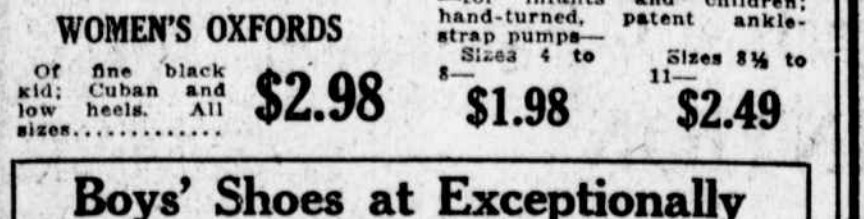
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